

Message Text

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ACTION EB-11

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SUBJECT : SECOND REPORT - ICAO DEN/ ICE CONFERENCE, PARIS,
MARCH 27 - APRIL 7, 1973

MONTREAL FOR USREP ICAO

1. FINANCE COMMITTEE HELD ITS FIRST MEETING MARCH 28, 1973. THE AGENDA ITEM FOR DISCUSSION WAS 1(C) -- THE FINANCING PRINCIPLES TO BE FOLLOWED RE (1) ALLOCATIONS OF COSTS, (2) DATE OF INTRODUCTION OF CHARGES REGARDING SERVICES PROVIDED UNDER THE JOINT FINANCING AGREEMENTS, (3) PERCENTAGE OF RECOVERY, (4) METHOD OF CALCULATING CHARGES, (5) ADMINISTRATIVE PROCEDURES, AND (6) AGENCY RESPONSIBLE FOR BILLING AND COLLECTING CHARGES.

2. ON SUBJECT OF COST ALLOCATION, SECRETARIAT PROPOSED CONTINUANCE OF THE EXISTING SYSTEM AS IT HAD BEEN EFFECTIVE FOR YEARS. THEY WERE CONCERNED OVER THE DEVELOPMENT OF A COMPLICATED SYSTEM. BELGIUM AND OTHERS ANSWER TO THIS WAS ALL COSTS AERONAUTICAL AND NON- AERONAUTICAL WOULD FALL ON AIRLINES. THE SECRETARIAT WAS IGNORING THE COST ALLOCATION PRINCIPLES ESTABLISHED BY ICAO IN DOC 8718. BELGIUM FURTHER
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STATED THAT AS A RESULT OF A STUDY THEY DID INTERNALLY ON MET, 30 PERCENT OF COSTS WERE ATTRIBUTABLE TO CIVIL AVIATION, 70 PERCENT BENEFITED OTHERS. AS RESULT OF DISCUSSION, FINANCE COMMITTEE ASKED TECHNICAL COMMITTEE TO DETERMINE WHAT PERCENTAGE OF MET SERVICES IS RENDERED FOR CIVIL AVIATION AND NON- AERONAUTICS SERVICES AND SIMILAR FOR COM.

3. CONCERNING PERCENTAGE OF RECOVERY BELGIUM PROPOSED 30 PERCENT FOR THREE YEARS, THEN 50 PERCENT. AFTER FIVE YEARS IF THERE IS NO UNIFIED SYSTEM FOR THE NORTH ATLANTIC A NEW CONFERENCE WOULD BE CONVENED. CANADA SUPPORTED 50 PERCENT NOW WITH FULL RECOVERY IN FIVE YEARS OF COSTS ATTRIBUTABLE TO CIVIL AVIATION. AFTER MUCH DELIBERATION BELGIUM PROPOSED ACCEPTED INITIALLY WITH 7 SPEAKING IN FAVOR AND 5 AGAINST. U. S. SUPPORTED BELGIUM AND INDICATED THIS APPROACH CONSISTENT WITH PRINCIPLE OF GRADUALISM IN DOC 8718. CHANCES ARE THIS QUESTION WILL BE REOPENED BY THE U. K. OR CANADA.

4. RE DATE OF INTRODUCTION OF CHARGES, THIS QUESTION LEFT UNANSWERED AT THIS TIME, ALTHOUGH THERE WAS CONSIDERABLE SUPPORT FOR JANUARY 1, 1974. HOWEVER, DEN AND ICE HAVE PROBLEMS ON LEGALITY OF IMPOSING USER CHARGES ON AIRLINES. U. S. ALSO POINTED OUT IT HAD NO MEANS FOR COLLECTING FROM AIRLINES. THIS WAS A PROBLEM IN JUST ABOUT EVERY COUNTRY.

5. TECHNICAL COMMITTEE REPORTS FOR MARCH 28, 1973. DISCUSSION BEGAN IN DETAIL OF THE VARIOUS SERVICES. U. K./ U. S. JOINTLY PROPOSED A STUDY OF THE REYKJAVIK FIR. DRAFT RECOMMENDATION BEING PREPARED AS TEC/ DP/2.

6. LORAN A NEEDED BY IATA UNTIL 1977 AND SEVERAL STATES FAVORED CONTINUATION (U. K. FRANCE). FRG NOTED INCREASING NUMBER OF AIRCRAFT INDEPENDENT OF GROUND-BASED NAVAIDS. IATA NOTED AND U. S. SUPPORTED IDEA THAT LORAN USED BY OTHER THAN AVIATION. MEMO TO FINANCE COMMITTEE REFERRING USER CHARGE QUESTION.

7. DME DISCUSSED, BUT NOT IN JFA, SO NO CONCLUSION.

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8. NDB REVIEWED WITH NO CHANGES CONTEMPLATED.

9. AIR- GROUND COMMUNICATIONS TO BE TIED- IN WITH

REYKJAVIK FIR STUDY.

10. CONSIDERABLE DISCUSSION ON MET SERVICES. ICELAND SUGGESTED APPROXIMATELY 50 PERCENT SAVINGS WOULD RESULT FROM 50 PERCENT REDUCTION IN OBSERVATIONS. DENMARK SAID THAT NO SAVINGS WOULD RESULT FROM REDUCTION IN NUMBERS OF OBSERVATIONS. SOME INTEREST EXISTS IN ALLOCATING MET COSTS BETWEEN AERONAUTICAL AND NON- AERONAUTICAL USERS. -- FINANCE COMMITTEE ASKED TECHNICAL COMMITTEE FOR SUCH DETERMINATION. MOOD OF TECHNICAL COMMITTEE SEEMS TO BE THAT IT CANNOT BE DONE EXCEPT ARBITRARILY. TWO QUESTIONS REMAIN : (1) SHOULD ANY AMENDMENT BE MADE TO THE MET SERVICES IN THE JFA ANNEX 1. (2) SHOULD TECHNICAL COMMITTEE DECIDE TO ALLOCATE MET COSTS AND, IF SO, WHAT RATIO.
IRWIN

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